(c) whether there has been the pre-eminence of English magazines; and

(d) if so, who is responsible for the violation of Official Language Act/Rules and what action would be taken by Government against them?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) Names of the flight magazines of English, Hindi and other language being distributed in the flights of National Aviation Company of India Limited formed post merger, are as under:—

Hindi Magazines: India Today, Kadambari, Saakshi, Stardust, Swagat (Bilingual for inflight regarding).

English Magazines: Business India, Business Today, Business World, Femina, Cosmopolitan, Saavi, The Week, India Today, Hard News, Outlook, Readers Digest, Fornt Line, Stardust, Society, Cine Blitz, Moovi, Film Fare, Baavanaj Journel, upper Crust, Time Out, Health & Nutritian, Net Fundu, Economist, News Week GR8, Srishti, Namaskar (Bilingual Magazine for inflight reading only).

Other Languages: Lok Prabha, Abhiyaan, Chitralekha, Punjabi Digest, Aks, Cineblitz, Malayalam Manorma, Manglam, Matrabhoomi, Vanita, India Today, Kungumam, Anand vikatan, Kalki, Kumudam, Sanandan, Desh, Lafz.

Selection of the magazines are based on feedback from various passengers travelling on international sector and business class passengers of the aircraft.

(b) and (c) Information is being collected.

(d) Efforts are made to comply with the instruction of Government of India with regard to providing Hindi magazines in aircrafts.

Basic requirement for regional Airlines

1478. SHRI B.J. PANDA:
MS. PRAMILA BOHIDAR:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) what is the action plan of Centre to promote regional airlines to boost connectivity with small and medium towns/cities; and

(b) what are the basic requirements which have to met before an enterprises is allowed to become a regional airline?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) and (b) Directorate General of Civil Aviation (DGCA) has issued Civil Aviation Requirement. Section 3 Air Transport Series 'C' Part VIII dated 23.8.2007 stipulating minimum requirement for grant of permit to operate scheduled regional air transport service.

The concept of regional airline has been introduced with a view to promote air connectivity with a region, expand air travel service for Tier II and Tier III cities and between specific region. There are four region identified as North, South, West, East/North-East coinciding with the Flight Information Regions (FIRs) as defined by the Airports Authority of India (AAI). The regional airlines are not permitted to operate of category I routes. However, the regional airlines of the southern region which has 3 metros would be allowed to operate between the metros within the southern region namely Bangalore, Chennai and Hyderabad.

The airline can operate with minimum of 3 aircraft and the equity requirement are as under:—

(i) Airlines operating with aircrafts with take off mass equal to or exceeding 40,000 kg.
(a) upto 3 aircraft - Rs 30 crores.

(b) for each additional aircraft, additional equity investment of Rs. 10 crores will be required, subject to a maximum of Rs 50 crores after equity enhancement is required.

(ii) Airlines operating with aircraft with take off mass not exceeding 40,000 kg.

(a) upto 3 aircraft - Rs. 12 crores

(b) for each additional aircraft paid up capital of Rs. 4 crores will be required subject to a maximum of Rs. 20 crores after which no further equity enhancement is required.

Permission to Jet Airways to fly in Gulf-Sector

1479. SHRI GIREESH KUMAR SANGHI:
SHRI DHARAM PAL SABHARWAL:
SHRI C. RAMACHANDRAIAH:

Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that the Group of Ministers (GOMS) is deliberating various issues relating to aviation sector;

(b) whether it is also a fact that without waiting for the recommendations of the GoMs, Government has granted permission to Jet Airways, a private airlines to fly on lucrative Gulf routes;

(c) if so, what are the details thereof and the reasons therefor; and

(d) what will be the financial impact of Indian and Air India by granting permission to the Jet Airways?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI PRAFUL PATEL): (a) A Group of Minister (GoM) has been constituted to consider the draft National Civil Aviation Policy.

(b) and (c) As per the decision of the Cabinet taken on 29th December 2004, the Private Scheduled carriers having a fleet of 20 aircraft and 5 year experience of operations in domestic sector were permitted to operate on international route except the Gulf routes. The Gulf routes has been kept reserved for the national carriers for three years. In accordance with this decision, M/s Jet Airways have been permitted to operate of the Gulf routes *w.e.f.* 1st January, 2008 subject to the availability of traffic rights.

(d) In accordance with the decision of the Cabinet taken on 29th December 2004, the operational requirements of the national carrier have been duly considered, before allocating traffic rights to M/s Jet Airways to operate on Gulf routes. With the operations of the eligible Private Scheduled airlines, there will be increased competition on the Gulf route which will be in the passanger interest.

Setting up of multiple airports in metro cities

1480. SHRI MAHENDRA MOHAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has decided to set up multiple airports in metropolitan cities to reduce congestion at existing airports and cater to increasing air traffic;

(b) if so, which are the cities where these airports are likely to be set up;